

The Hongkong Telegraph.

(ESTABLISHED 1881)

NEW SERIES No 4874

五月十五日星期五

FRIDAY, JUNE 16, 1905.

五年禮 號六月大英港春

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID UP 18,000,000
CAPITAL UNCANCELLED 6,000,000
RESERVE FUND 9,720,000

Head Office—YOKOHAMA.

Branches and Agencies,
TOKIO, NEW YORK,
NAGASAKI, HONOLULU,
LYONS, SHANGHAI,
SAN FRANCISCO, NEWCHWANG,
BOMBAY, MURKDEN,
TIENTIN, PORT ARTHUR,
PEKING, CHEFOO,
KOBE, DALNY,
LONDON.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARKS' BANK, LTD.
THE UNION OF LONDON AND
SMITH'S BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On Fixed deposits for 12 months at 5 per cent.
" " 4 "
" " 3 "

TAKEO TAKAMICHI,
Manager.

Hongkong, 23rd May, 1905. [20]

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital \$10,000,000
Reserve Fund—
Sterling Reserve \$10,000,000 \$18,000,000
Silver Reserve \$8,000,000 \$25,000,000
Reserve Liability of Proprietary \$10,000,000

COURT OF DIRECTORS:
H. A. W. SLADE, Esq., Chairman.
A. HAUT, Esq., Deputy Chairman.
G. C. W. DICKSON, H. Schubart, Esq.
E. Goetz, Esq., K. Shellim, Esq.
C. H. Medhurst, Esq., Hon. R. Shewell,
A. J. Raymond, Esq., N. A. Sieba, Esq.
F. Salinger, Esq.

Chief Manager:
Hongkong—J. R. M. SMITH
MANAGER:
Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of a per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per cent. per Annum.
For 6 months, 3 per cent. per Annum.
For 12 months, 4 per cent. per Annum.
J. R. M. SMITH,
Chief Manager.

Hongkong, 17th May, 1905. [21]

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted
by the HONGKONG & SHANGHAI
BANKING CORPORATION. Rules may
be obtained on application.

INTEREST on deposits is allowed at 3½ per
cent. per annum.

Depositors may transfer at their own
balances of \$100 or more to the HONGKONG &
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 per cent. per annum.

For the HONGKONG & SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1905. [22]

THE DEUTSCH ASIATISCHE BANK

AUTHORIZED CAPITAL Sh. Taels 7,500,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES: Calcutta Hankow
Berlin Tientsin Tsingtau Tsianfu

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITH'S BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTIO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

M. HOMANN,
Manager.

Hongkong, 1st April, 1905. [23]

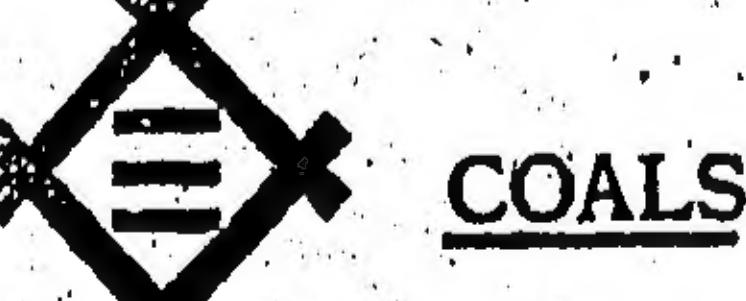
Insurance.

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSSSEN & Co.,
Hongkong, 28th May, 1905. [24]

JAPAN



COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE: 1, SURUGA-CHO, TOKYO.
LONDON BRANCH: 24, LIME STREET, E.C.
HONGKONG BRANCH: PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Surabaya, Manila, Amoy,
Shanghai, Choofoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Maidaura, Tsuru, Shimonesaki, Moji, Wakamatsu,
Karatsu, Nagasaki, Kitahiroshima, Sasebo, Mikko, Hakodate, Taipeh, etc.

Telegraphic Address: "MITSUI" (A.B.C. and A.I.Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and arsenals and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and
Fright Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Fujinotana, Hokoku, Hondo, Ichimura, Kanada, Mameda, Manoura,
Osawa, Oisugi, Sasahara, Tebakuro, Yoshinotani, Yoshi, Yunokibara and other Coals.

S. MINAMI, Manager, Hongkong. [25]

Brills.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
LONDON, &c.	BENGAL, G. Philippa	June 17th, Noon	Special Adv.
SINGAPORE, COLOMBO and CALCUTTA	BANCA, J. B. Ferguson	About 17th June	Freight only. Inducement offered.
(Calling at Penang if sufficient)	FORMOSA, B. W. H. Snow	About 24th June	Freight and Passage. Passing through the Inland Sea.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	PALERMO, E. G. Andrews	About 27th June	Freight only.

For Further Particulars, apply to

L. S. LEWIS, Acting Superintendent.

Hongkong, 16th June, 1905. [26]

Intimations.

LANE, CRAWFORD & CO.

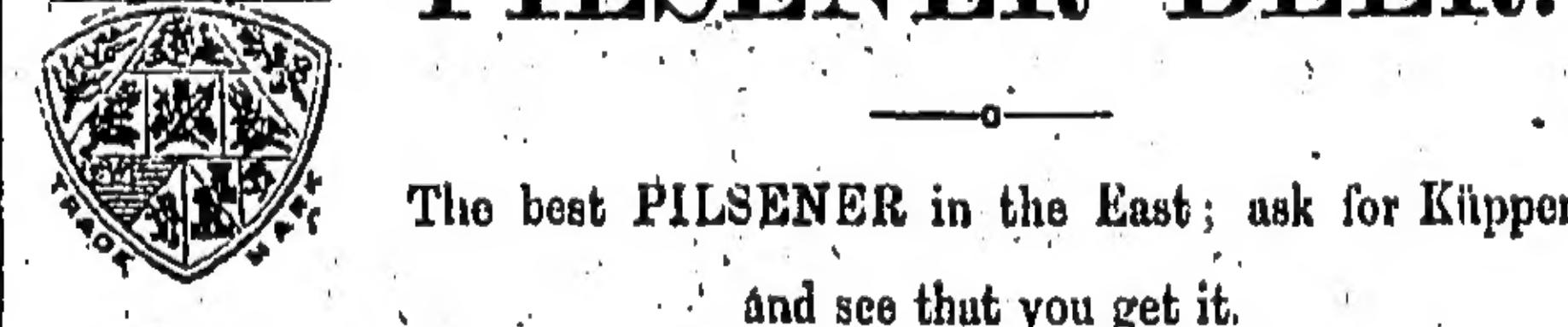


Including Freight, Duty and Delivery to any address in the United Kingdom,
Per 10 Catty-Box, \$17.50. Per 5 Catty Box, \$10.00.

Hongkong, June 16th, 1905. [27]

KÜPPER'S

PILSENER BEER.



The best PILSENER in the East; ask for Küpper,
and see that you get it.

Telephone No. 76.
15, QUEEN'S ROAD CENTRAL, Hongkong, 6th June, 1905. [28]

E. C. WILKS & CO., CONSULTING ENGINEERS, ETC.

are Sole Agents for—

The General Electric Co. of London, and have a
large stock of Electric Fittings, Cables,
Wire, Lamps, Electroliers, etc., on hand,

AT 12, BEACONSFIELD ARCADE,

HONGKONG.

INSPECTION INVITED.

ESTIMATES GIVEN.

Also Sole Agents for:

H. W. John's Canadian Asbestos Goods,
stock on hand.

THORNYCROFT MOTORS.

W. H. ALLEN & SON, BEDFORD.

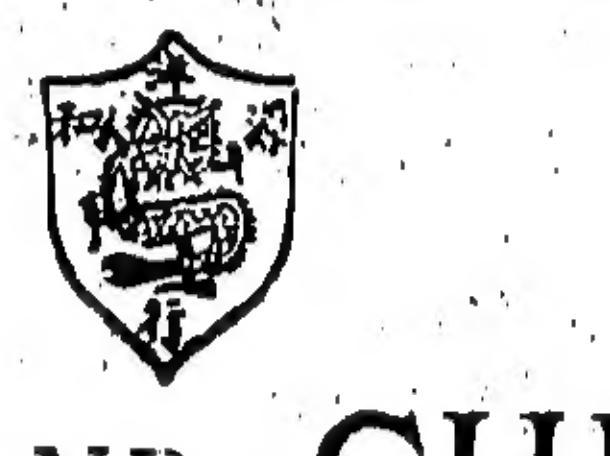
Stewart & Lloyd's Steel Plates, Angles,
Tubes, &c.

Hongkong, 1st June, 1905. [29]

Intimations.



The best
oil for the
hinges of
friendship.



California Riesling - - \$6.50 per Dozen Quarts

Do. Do. - - 3.75 " Pints

Do. Hock - - 6.50 " Quarts

Do. Do. - - 3.75 " Pints

H. PRICE & CO., 12, QUEEN'S ROAD.

Hongkong, 19th May, 1905. [30]

PHOTO SUPPLIES.

LONG, HING & CO.,

17, QUEEN'S ROAD.

Hongkong, 15th May, 1905. [31]

Hotels.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

A. F. DAVIES,
Acting Manager. [32]

VICTORIA HOTEL,

MACAO HOTEL,

SHAMEEN, CANTON,

MACAO, CHINA,

ON THE BRITISH CONCESSION.

IN THE CENTRE OF THE PRAIA GRANDE.

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

WM. FARMER, Proprietor. [33]

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

7.00 a.m. to	7.30 a.m. ...	Every 30 minutes.
7.30 a.m. to	8.00 a.m. ...	Every 10 minutes.
8.00 a.m. to	8.30 a.m. ...	Every 15 minutes.
8.30 a.m. to	9.30 a.m. ...	Every 10 minutes.
9.30 a.m. to	10.30 a.m. ...	Every 15 minutes.
10.30 a.m. to	11.30 a.m. ...	Every 10 minutes.
11.30 a.m. to	12.45 p.m. ...	Every 15 minutes.
12.45 p.m. to	1.15 p.m. ...	Every 10 minutes.
1.15 p.m. to	1.45 p.m. ...	Every 15 minutes.
1.45 p.m. to	2.15 p.m. ...	Every 10 minutes.
2.15 p.m. to	3.00 p.m. ...	Every 15 minutes.
3.00 p.m. to	3.30 p.m. ...	Every 15 minutes.
3.30 p.m. to	4.00 p.m. ...	Every 10 minutes.
4.00 p.m. to	5.00 p.m. ...	Every 15 minutes.
5.00 p.m. to	6.00 p.m. ...	Every 10 minutes.
6.00 p.m. to	7.00 p.m. ...	Every 15 minutes.
7.00 p.m. to	8.00 p.m. ...	Every 10 minutes.
8.00 p.m. and 9.00 p.m. to	9.45 p.m. ...	Every half hour.
		SUNDAYS.
8.00 a.m. to	9.00 a.m. ...	Every 15 minutes.
9.00 a.m. to	9.30 a.m. ...	Every 10 minutes.
9.30 a.m. to 10.30 a.m. ...	Every 15 minutes.	

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	.....	3,363 tons.....	Captain H. D. Jones.
" "POWAN,"	.....	3,338 tons.....	R. D. Thomas.
" "FATSHAN,"	.....	2,200 tons.....	W. A. Valentine.
" "HANKOW,"	.....	3,073 tons.....	C. V. Lloyd.
" "KINSHAN,"	.....	1,995 tons.....	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8:30 A.M. (Sunday excepted), 9 P.M. and 10:30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8:30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,968 tons..... Captain W. E. Clarke. Departures from Hongkong to Macao on week days about 2 P.M. (See special Summer Time-table). Departures on Sundays at Noon. Departures from Macao to Hongkong daily at 8 A.M. Cheap Excursions on Sundays, per S.S. "Honam," leaving Hongkong at 9 A.M., and returning from Macao at 7 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons..... Captain T. Hamlin. This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8:30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD.
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION
COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons..... Captain J. Wilcox. "NANNING," 569 tons..... Captain G. Buchart. One of the above steamers leaves Canton for Wuchow every Monday; Wednesday and Friday at about 8:30 A.M. calling at Yunki, Muhsing, Kunchuk, Ku-Kung, Samshui, Howlik, Shiu-Hing, Luk-Po, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8:30 A.M.

FARES:—Canton to Wuchow Single \$15.00. Return \$25.00. Canton to Tak Hing Single \$12.50. Return \$21.00. Canton to Samshui Single \$7.50.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN," Capt. B. Branch. S.S. "SANUI," Capt. H. Black. Departures from Hongkong to Wuchow about three times every week, calling at Kumchuk, Samshui, Shiu-Hing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.

FARES:—Hongkong to Wuchow Single \$17.50, Return \$30.00. Round trip tickets to Wuchow returning via Canton or vice versa \$36.00, available for one month. Round trips to and from Wuchow take from 5 to 7 days.

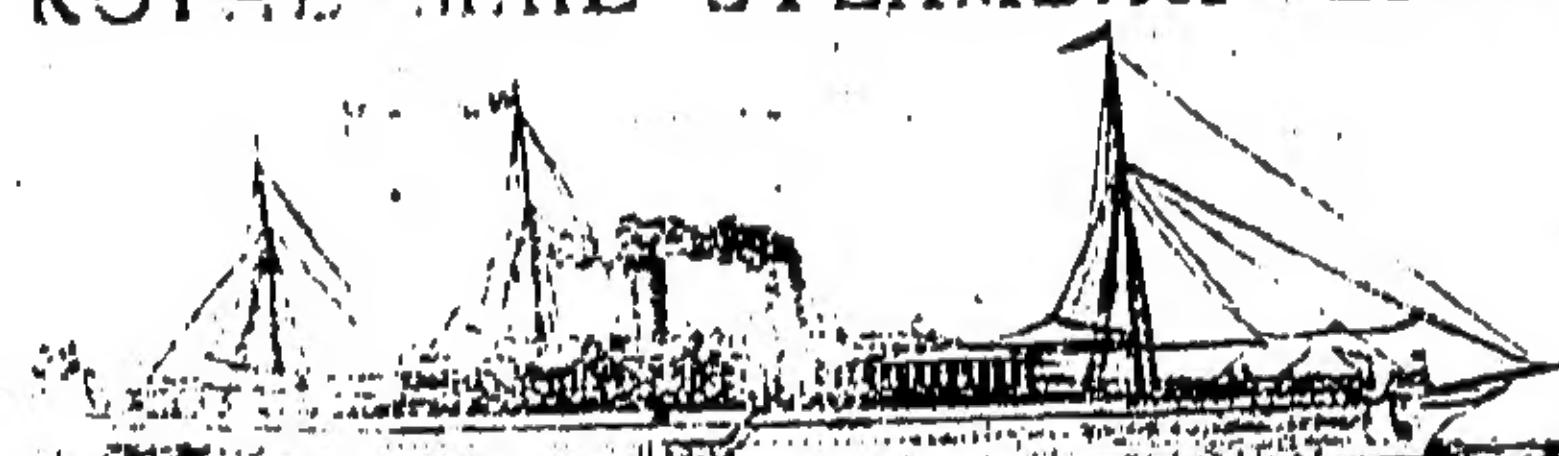
HONGKONG-KONGMOON LINE.

S.S. "TAK HING," Capt. R. Birks. S.S. "HONGKONG," Capt. Maxfield. Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kumchuk and Kongmoon. Returning daily (Monday excepted).

FARES:—Hongkong to Kong Moon Single \$6.00. Hongkong to Kumchuk Single \$2.00.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meal charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Boat Buildings, Queen's Road Central, opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.,
Hongkong, 26th April, 1905.CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, E.O.)

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

Steamers. Tons. Commanders. Sailing Dates.

R.M.S. "EMPEROR OF INDIA,"	6,000...	E. Beetham, R.N.R....	WEDNESDAY, 21st June.
" "TARTAR,"	4,425...	W. Davison, R.N.R....	WEDNESDAY, 5th July.
" "EMPEROR OF JAPAN,"	6,000...	H. Pybus, R.N.R....	WEDNESDAY, 12th July.
" "EMPEROR OF CHINA,"	6,000...	R. Archibald, R.N.R....	WEDNESDAY, 2nd Aug.
" "ATHENIAN,"	4,440...	S. Robinson, R.N.R....	9th Aug.

Hongkong to London, 1st Class, \$120.00. Via New York £60.

Hongkong to London, Intermediate on Steamer, and 1st Class Rail £40. " £42.

THE magnificient Twin-screw "EMPEROR" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (E.O.) in 12 DAYS, and make connection with the PALatial OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passenger Bookings through all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guide-Books, Hand Books, Rates of Freight and Passage, apply to

9, Pellerin's Street, E. BROWN, General Agent,
Hongkong, 14th June, 1905.HAMBURG-AMERIKA LINIE.
OBSTACULISTISCHE DIENST.

(Taking Cargo at through Rates to ANWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIc PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG
SUBJECT TO ALTERATION.

Steamers. Destinations. Sailing Dates.

C. FERD. LAEISZ	HARVE, DUNKIRK, B'MEN & H'BURG,	22nd June.	Freight.
von Hoff	(Calling at SP'ORE, PENANG & COLOMBO.)		
BRISGAVIA	HARVE, ANTWERP and HAMBURG.	30th June.	Freight.
Russ.	(Calling at SP'ORE, PENANG & COLOMBO.)		
SITHONIA	HARVE, BREMEN and HAMBURG.	11th July.	Freight.
Hildebrandt	(Calling at SP'ORE, PENANG & COLOMBO.)		
ACILIA	HARVE and HAMBURG.	26th July.	Freight.
Schilke	(Calling at SP'ORE, PENANG & COLOMBO.)		
ALESIA	HARVE and HAMBURG.	10th August.	Freight.
Sachs	(Calling at SP'ORE, PENANG & COLOMBO.)		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Building.

Hongkong, 15th June, 1905.

D. NOMA, TATTOOER,
6, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 35 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,000 Recommendations which I have received from all sources.

Hongkong, 16th November, 1904.

47

IMPERIAL GERMAN MAIL LINES.

WORLDDEUTSCHE LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUET, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIc PORTS;ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS;Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers
and Luggage.

M.E.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.

SAILING DATES.

ZIETEN	WEDNESDAY, 21st June.
DARMSTADT	WEDNESDAY, 5th July.
SACHSEN	WEDNESDAY, 10th July.
SCHARNHORST	WEDNESDAY, 23rd August.
PRINZ HEINRICH	WEDNESDAY, 3rd August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 13th September.
PREUSSEN	WEDNESDAY, 27th September.
ROON	WEDNESDAY, 1st October.
BAYERN	WEDNESDAY, 25th October.
GNEISENAU	WEDNESDAY, 8th November.
PRINZESS ALICE	WEDNESDAY, 22nd November.
SACHSEN	WEDNESDAY, 6th December.
PRINZ REGENT LUFTPOLD	WEDNESDAY, 20th December.
PRINZ HEINRICH	

ON WEDNESDAY, the 21st day of June, 1905, at Noon, the steamship "ZIETEN" of the NORDEUTSCHE LLOYD, Captain F. von Binsen, with MAILED PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted until NOON, on MONDAY, the 19th June, and Specie will be received on Board until 5 P.M. on TUESDAY, the 20th June, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 20th June.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE,
VIA NEW GUINEA.STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE,
MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

WILLEHAD	TONS.	SAILING DATES.
	4,761	TUESDAY, 27th June.
PRINZ WALDEMAR	3,227	TUESDAY, 25th July.
PRINZ SIGISMUND	3,301	TUESDAY, 22nd August.

ON TUESDAY, the 27th June, 1905, at Noon, the steamship "WILLEHAD", Captain Ph. Obenauer, with Mails, Passengers and cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR STEAMERS

ABOUT

TUESDAY, 20th June.

SHANGHAI, NAGASAKI, SACHSEN

WEDNESDAY, 21st June.

SHANGHAI, NAGASAKI, SACHRNHORST

WEDNESDAY, 5th July.

NORDEUTSCHE LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 7th June, 1905.

13

REGULAR FOUR-WEEKLY SERVICE

BETWEEN JAVA, CHINA, AND JAPAN.

Intimation.

WM. POWELL,
LIMITED.
ALEXANDRA BUILDINGS.

FURNISHING
DEPARTMENT,
(FIRST FLOOR BY LIFT.)

JUST ARRIVED.

A
FRESH LOT
OF
DAINTY
LAMP,
CANDLE,
AND
ELECTRIC-
LIGHT
SHADES.

ICE-CREAM
FREEZERS.

CARPET
SWEEPERS.

PATENT
FILTERS.
&c., &c., &c.

UPHOLSTERING
DONE BY
FIRST-CLASS
WORKMEN
on the shortest notice.

HOUSES
COMPLETELY
FURNISHED.

Estimates for all kinds
of
FURNISHING
free of charge.

Wm. POWELL, Ltd.
HONGKONG.

Hongkong, 2nd June, 1905.

Intimations.

HONGKONG GYMKHANA CLUB.

THE Second Meeting of the Season will be held at the Happy Valley, TO-MORROW, 12th instant, commencing at 4 P.M.

The Charge of Admission will be \$1.00 for other than Members of the Hongkong Jockey Club or Hongkong Gymkhana Club.

The Committee invite the Ladies of Hongkong to be present.

Post Entries will be accepted for Events Nos. 2 and 4.

C. G. MACKIE,
Hon. Secretary.
Hongkong, 16th June, 1905. [657]

HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the above-named Company will be held at the Registered Office of the Company, Alexandra Buildings, on TUESDAY, the 20th instant, at 12.30 P.M., when the subjoined Resolutions which were passed at an Extraordinary Meeting of the Company, held on Saturday, 3rd of June, 1905, will be submitted for confirmation at Special Resolutions.

RESOLUTIONS.

- That it is desirable that the Company may be dissolved and that it be wound up voluntarily.
- That the General Managers be and they are hereby appointed Liquidators.
- That the Liquidators be and they are hereby authorized to consent to the registration of a New Company to be named the "PEAK TRAMWAYS COMPANY, LIMITED," with a Memorandum and Articles of Association which have been prepared with the approval of the Consulting Committee of the Company.
- That the Liquidators be empowered to sell to the "PEAK TRAMWAYS COMPANY, LIMITED," the undertaking of this Company at the price of \$300 per share either in cash or shares of the "PEAK TRAMWAYS COMPANY, LIMITED," at the option of Shareholders of this Company and to enter into all necessary Agreements to that effect.

JOHN D. HUMPHREYS & SON,
General Managers.
Dated 6th June, 1905. [631]

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

THE FOURTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held in the Company's Offices, St. George's Building, No. 6, Connaught Road, Victoria, on WEDNESDAY, 21st June, 1905, at 11 A.M., for the purpose of receiving Statement of Accounts and the Report of the General Manager for the year ending 28th February, 1905, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, 17th, to WEDNESDAY, 21st June, both days inclusive.

SHEWAN, TOME & CO.,
General Managers.
Hongkong, 9th June, 1905. [646]

CHINA LIGHT AND POWER COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY MEETING of the above-named Company will be held in the Company's Offices, St. George's Building, No. 6, Connaught Road, Victoria, on WEDNESDAY, the 21st June, 1905, at a quarter-past Eleven o'clock A.M., when the subjoined Resolution will be proposed.

Should the Resolution be passed by the required majority it will be submitted for confirmation as a special resolution to a Second Extraordinary Meeting which will be subsequently convened, and in the event of it being confirmed the Shares will be offered to Shareholders on the Register on the Eighth day of July in proportion to their then holdings, and all Shares not applied for by Shareholders will be disposed of by the General Managers in accordance with Article 8 paragraph 2 of the Company's Articles of Association.

RESOLUTION.

That the Capital of the Company be increased to \$500,000 by the creation of 20,000 new shares of \$100 each.

Hongkong, 9th June, 1905. [647]



Regd. Brand
HARRIS'S CALNE WILTSHIRE
REPRESENTATIVES FOR HONGKONG & CHINA,
HOWARD & CO.,
50, Queen's Road Central,
Hongkong.
Hongkong, 19th May, 1905. [579]

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CANE ROAD, begs most especially to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies' and Children's Under-clothing, Children's Dresses, and all Kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 2nd April, 1905.

AMERICAN COTTON EXPORTS
TO THE ORIENT.

Examination of the statistics recently issued by the Department of Commerce and Labor discloses the fact that American exports of cotton goods to China and Japan during the first eight months of the present fiscal year surpassed all previous records, indicating that total exports to China during the twelve months ending June 30th next will attain the unprecedented figure of \$40,000,000, while to the Orient, as a whole, the total will be approximately \$150,000,000 in value. Exports to Asia and Oceania in the eight months ending February, 1905, amounted to \$92,523,412, a sum practically equal to the aggregate shown by the full twelve months of the fiscal year 1904.

The private patient when Mr. Hartigan treated was a titled gentleman upwards of 80 years of age. The diagnosis showed that he was suffering from cancer in the mouth. It gave rise to acute neuralgia and other pains, and the radium was applied, as in the case of the hospital patient, with the idea of affording temporary relief. Under the influence of the radium the disease gradually disappeared, and he was pronounced by authorities to be free of the disease.

Cases of rodent-ulcer, lesion of the tongue, and nevus have also, it is claimed, been cured by the radium at the Stamford-street hospital.

A young woman whose face was greatly disfigured by nevus was treated, and after thirty-five applications the disease practically disappeared.

To explain fully how the action of radium is believed to operate to eradicate cancer would necessitate the use of many medical phrases, but the theory, not as plainly as possible, is that the activity of the radium sets up a prolonged reaction amongst the diseased tissues and cells, and not only arrests their growth, but has a degenerating influence which, with repeated applications, is sufficient to make the disease disappear, and restore the affected parts to its normal condition.

The contention that such an effect is produced is held to be strengthened by experiments which have been made in placing the tube with the radium inside a part of the anatomy afflicted with cancer. When the tube has been removed it has been found that degeneration of the diseased tissues has taken place in the locality in which the tube was placed.

Will be mailed to me on receipt of the price (\$2), post free.

To be obtained from THE MUTUAL STORES, WATKINS, LIMITED, and all first-class stores in the Colony.

SOLE Agents for Far East, HOWARD & CO., 29, Des Vaux Road, Central, Hongkong.

Agents wanted in every port.

For particulars and terms, apply to

HOWARD & CO.,

Hongkong, 24th November, 1904. [63]

Intimations.

CIGARS.

FINEST HAMBURG MADE

ROLAND VON HAMBURG

AT

\$4.50 per hundred.

FLOR DE MONDEGO

AT

\$6.00 per hundred.

Sold in

AIR-TIGHT TINS

AT

TUNG CHONG WO,

98, Queen's Road Central,

Opposite Central Market.

Hongkong, 9th June, 1905. [176]

Intimations.

NOTICE.

THE HONGKONG AND CHINA GAS COMPANY, LIMITED, beg to notify the Public that in addition to the recent REDUCTION IN PRICE OF GAS to \$3.00 PER THOUSAND Cubic Feet, they now offer the following FAVOURABLE TERMS to INTENDING CONSUMERS:

1. SKYPIECES up to 50 feet in length will be laid FREE.

2. NO CHARGE will be made for METERS FIXING.

THESE CONCESSIONS will only apply to houses in which the work of fitting internal pipes is carried out by the Gas Company.

ESTIMATES for any kind of Gasfitting will be supplied WITHOUT COST to intending or existing customers.

The Company hire or sell all kinds of Gas Fittings whether for Heating, Cooking or Lighting—and INVITE INSPECTION of their Stock at their NEW SHOW ROOMS at WEST POINT.

GEORGE CURRY,
Local Secretary,
Hongkong, 13th June, 1905. [63]

SANITARY BOARD.

NOTICE.

IN view of the intimate relationship which exists between HUMAN PLAGUE and RAT PLAGUE, HOUSEHOLDERS are invited to Report at once to the MEDICAL OFFICER OF HEALTH should they find their Premises to be infested with Rats.

By Order of the Board,

W. BOWEN-ROWLANDS,
Assistant Secretary.

Hongkong, 12th June, 1905. [63]

BAY VIEW HOUSE,
MACAO.

SITUATED at the most charming Part of Macao's Famous Beach, has just been opened for the public and for the benefit of HONGKONG VISITORS, who travel to this Delightful Resort.

BATHING PARTIES, and indeed every Holiday Seeker on pleasure bent, will find all their wants supplied at BAY VIEW HOUSE.

MORNING TEAS, BREAKFASTS, TIFFINS, AFTERNOON TEAS, and DINNERS can be supplied to any number at the shortest notice, and at the most reasonable prices.

On SUNDAYS Meals served a la carte from 11 A.M. to 9 P.M.

Only the Finest Brands of WINES and LIQUEURS will be kept in stock.

LIGHT REFRESHMENTS of every description, including Ices, may be had at the lowest prices.

After one trial of the fancy fare at BAY VIEW HOUSE, you will be loath to return to Hongkong.

TELEGRAPHIC ADDRESS:
"BAYVIEW, MACAO."

Macao, 7th June, 1905. [64]

THE WINE GROWERS SUPPLY CO.



BARRETTO & Co.,
General Agents, Hongkong.

Graves 67.00 Per Dozen Quarts.

BOTTLED BY

JULES MERMAN & CIE, BORDEAUX.

Graves \$10.00 Per Dozen Quarts.

Sauternes 10.00 " "

Chateau d'Arche 20.00 " "

BOTTLED BY

EMMEL, DESPUJOL FILS & PICQ.

BORDEAUX.

Barsac \$14.00 Per Dozen Quarts.

Sauternes 20.00 " "

Chateau Guiraud 39.00 " "

BOTTLED BY

BARRETTO & Co.,
Agents,

Nos. 22 & 24, Bank Buildings.

Queen's Road Central.

Hongkong, 12th June, 1905. [63]

MEE CHEUNG.

PHOTOGRAPHER,

1st FLOOR OF ICE HOUSE, IN

the afternoon.

PRICE VERY MODERATE.

Hongkong, 16th September, 1904. [159]

A FOOK & Co.

12, Pottinger Street, Central.

GENERAL STOREKEEPERS, SHIP CHANDLERS

AND COMPRADORES, COAL MERCHANTS

AND STEVEDORES OF SIXTY

YEARS STANDING.

All kinds of Provisions, Coal, Water and

Ballast supply from alongside at the

shortest notice and with all possible dispatch.

Moderate terms,

Orders solicited.

Hongkong, 23rd February, 1905. [62]

S.S. "OCEANIEN."

COMPAGNIE DES MESSAGERIES

Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D.

1841.

WINE AND SPIRIT
MERCHANTS.

ALEXANDRA BUILDINGS.

SHERRY.

The following Brands are recommended
as high-class Wines of superior quality.

Per doz.

B. SUPERIOR PALE DRY, Dinner
Wine, Green Seal Capsule \$12.00C. MANZANILLA, PALE NATU-
RAL SHERRY, White Capsule 1.50CC. SUPERIOR OLD PALE
DRY, NATURAL SHERRY,
Red Seal Capsule 16.00D. VERY SUPERIOR OLD PALE
DRY, Choice Old Wine, White
Seal Capsule 18.00E. EXTRA SUPERIOR OLD
PALE DRY, Very Finest Qual-
ity (old bottled), Black Seal
Capsule 27.00

"D." AND "E" ARE FAVOURITE
WINES ALL OVER THE FAR EAST,
AND ARE SPECIALLY RECOM-
MENDED.

A. S. WATSON & Co.,
LIMITED,

ALEXANDRA BUILDINGS

Hongkong, 20th May, 1905.

132

GREGOR & CO.,

34, QUEEN'S ROAD CENTRAL.

1ST FLOOR.

BEER

PILSENER.

CROWN LABEL.

\$13.00

Per Case of 4 Dozen Quarts.

\$19.50

Per Case of 8 Dozen Pints.

Hongkong, 16th June, 1905.

LOCAL AND GENERAL.

THE official notification of plague cases shows

three since yesterday at noon.

Mr. Richard Braun, one of the best known and most popular officials on the West River has arrived in Hongkong en route to Japan where he goes on two months' vacation. For two years Mr. Braun was harbour master at Wuchow and a couple of months ago was sent to take charge of the harbour department at Kongmoon. His long association with the Delta has brought him into close touch with quite a large number of people all of whom will wish him a beneficial holiday in the north.

BIRTHS.
On the 9th June, at Shanghai, the wife of A. EMANUEL, of a son.
On the 10th June, at Shanghai, the wife of A. E. LOAN, of a daughter.
On the 9th June, at Penang, the wife of ALFRED DURLER, a daughter.

MARRIAGES.

On the 10th June, at Shanghai, CHARLES, only son of Robert Richards, of Edinburgh, to ESTHER BRATICE, second daughter of the late William James Sayle, of Shanghai.

On the 8th June, at Singapore, PERCY, eldest son of Foster Cundliffe, of Old Trafford, Manchester, to FRANCES ROSA WEIN, second daughter of Mrs. Charles Escourt Wolverton, Didsbury.

DEATH.

On Saturday, the 10th June, at the Shanghai General Hospital, Captain H. H. CUNNINGHAM, aged 67 years.

BEFORE the Prince Judge at the Supreme Court this morning the case in which the Yeo Hop firm are suing the Yue Hing firm for \$867.07 was called on for the fixing of a date for hearing. Mr. P. W. Goldring, of Messrs. Britton, Holt & Goldring, submitted that the case was practically finished, as it had been referred by Mr. Sercombe Smith to the Registrar to furnish all accounts. This had been done, and a certain sum was found to be due to plaintiff, the only question left over being in respect of costs.—Mr. F. X. D'Almada e Castro agreed as to the present situation, and the case was set for hearing on Monday.

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By kind permission of Col. W. G. B. Western, C.M., and Officers, the Band of the 2nd Bat., "The Queen's Own" (Royal West Kent Regt.) will play the following programme of music, during dinner, at the Hongkong Hotel, tomorrow, 17th inst.:—

March "Sons of the Free" Bidgood
Overture "Le Lac des Fees" Aubert
Selection from "Benedictus of Christ" Ars. D. Godfrey Vale "The Choristers" Phelps
Menue "No. 1" Pedersoli
Excerpt from "Lohengrin" Wagner
Selection from "Faust" Gounod
God save the King.

IN the action brought by the Shui Chop Hing against the Fung Cheung Yee and others to recover the sum of \$750, Mr. Goldring, for defendants, told the Prince Judge this morning that he was prepared to accept judgment and thought that before the hearing of the case the vessel was carrying a cargo of contraband to Japan—consigned to private individuals, it is true—and they feared an encounter with the Russians. The sapient Magistrate told them that their fears were groundless, that the dangers they apprehended were non-existent, that the Japanese Consul had reported "no danger existed to trade between Hongkong and Japanese ports," and that if they did not go aboard the *St. Kilda*, and do their duty they would be treated as recalcitrants. The men, firm in the conviction that they were in the right, refused to return to the vessel and were sentenced to imprisonment as common malefactors. Next day, the *St. Kilda* with a new crew on board, proceeded on her voyage. When twelve hours out of Hongkong, she was hailed by a Russian Volunteer cruiser and sunk. The officers and seamen were taken off, but it might easily have been otherwise. The fact remains that the vessel was wounded with torpedoes and shells till she disappeared. Meanwhile the former members of the crew, who were languishing in gaol, suffering because they had conscientious objections, which had proved to be well-founded. Not until yesterday was the story of the *St. Kilda*'s fate known, and then the men, having suffered fourteen days' imprisonment, were released. Obviously there is something rotten in the state of Denmark when these things happen. Magistrates are only human, and no doubt many agreed with the judge who said that no danger was to be apprehended by the seamen in the dock. But surely a conscientious objector has some rights, and if a seaman honestly believes that his life—and it may be the well-being of his family at home—is in peril, his plea, unless it can be shown to be absolutely frivolous, should be respected. A man does not go to prison for the fun of the thing. Yet these men, a score of them, preferred the gloomy precincts of the gaol, preferred to be treated as criminals, rather than face the Russian guns. They may not be heroes, but heroes are not engaged at £3 or £4 a month. Had they been offered a respectable bonus it is possible, and indeed probable, that they would have jumped at the offer to navigate the vessel through mine-strewn waters and unknown dangers, without a thought of the morrow. Being regarded only as so many chattels they refused, and as it turned out rightly refused, to have anything to do with the ship. Now, that it is clear these men were right—intuitively right it may be, but right all the same—what compensation are they to receive for their sufferings? Are they to be sent home under that designation which all sailors hate to hear mentioned "D.B.S."—distressed British sailors—without a penny in their pockets and hardly a rag to their backs, or are they to be treated as men who have undergone a punishment which was never deserved? It is not suggested that they should be looked upon as martyrs; the man who cannot prove by actual facts and figures that he has a conscientious objection to vaccination is fined or imprisoned, but he is not reckoned a martyr. At the same time, these unfortunate seamen, whose only offence was an uncomfortable prescience of what loomed in the distance, have been made to suffer, and it is only right that they should, in some measure at least, be compensated for their experience. Certainly, when they see old England again, they should be in a position to scoff at the slings and arrows of fate before which they were powerless.

REMANDED from the 10th inst., the five men charged with being members of the Triad Society and fighting, and inciting others to fight, in Ko Shing Street, were again placed before Mr. F. A. Hazelton this morning, when evidence of identification was taken. The first defendant, who carried a chopper on the occasion in question, said he took it from a bystander who was just about to chop him up with it. The second defendant admitted being in possession of a fighting iron—a murderous-looking weapon—but denied using it to fight, though he said he got a bang over the head from some one with an iron bar, but had to admit he was not much hurt. The other three said they were only there to "look see," but had no arms and were not fighting. His Worship said he was not satisfied that they were anything more than street-brawlers, and convicted the first man of fighting and fined him \$25, or six weeks' imprisonment and six hours in the stocks; the second, for unlawful possession of a dangerous weapon, was fined \$100 or two months', and six hours in the stocks; and the other three were bound over in personal bonds of \$100 each to be of good behaviour for 12 months.

THE marriage of Lady Mary Lygon, sister to Lady Ampthill, and the Hon. Henry Trefusis, Scots Guards, was celebrated at Madresfield, near Malvern. The bride's only ornament was a beautiful pearl collar, the gift of Lord and Lady Ampthill. Her sisters, Lady Agnes and Lady Maud Lygon; and the bridegroom's sisters, the Hon. Adi and the Hon. Mary Trefusis, were the bridesmaids. The bride was given away by her brother, Earl Beauchamp. The Bishop of Credition, and the Rector of Madresfield officiated. The presents included diamond ornaments for the hair from the Prince and Princess of Wales, a Royal Worcester porcelain dinner service from the City of Worcester, and a large number of gifts from brothers, tenants, public institutions, relations and friends, including the bridegroom's brother officers.

KURT TIN, a middle-aged Chinaman, describing himself as a "medical practitioner," but holding no diplomas, was placed before Mr. G. N. Orme this morning, charged with illegally injecting morphia into the arms of three of his countrymen. The syringe he used was not produced, but the appearance of the men's arms gave the impression that he must have used a slightly modified form of a garden hose. It appears that these men, who testified for the prosecution, were of the poorest classes, and being accustomed to taking opium, but now no longer able to afford it, have recourse to these injections of morphia, which they can have administered to them at two cents an injection, taking two a day. Mr. Orme read the defendant a homily on the error of his ways, and then, as a solatium, fined him \$37, with the usual alternative.

THE proposed return of Tls. 20 a share to the shareholders in S. C. Farnham, Boyd and Co., Ltd., is, says the *N.C. & News*, merely an anticipation of the expected sale of the Old Dock and possibly other portions of the property. The consequent reduction of the face value of the shares, from Tls. 100 to Tls. 80, leaves each shareholder with exactly the same share in the remaining property and profits of the company that he had before. It will, of course, be stipulated, if the Old Dock is sold, that it cannot be used any more as a dock, but will have to be filled in; the end of another Shanghai landmark—it was noted in these columns the other day that the proposed first return of Tls. 20 would be paid out of a loan and there was a rumour that a further return of Tls. 20 would be made out of the proceeds of the sale of the Old Dock.—Ed., H.K.T.

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TELEGRAMS.

[Reuter's.]

Assassination of the Greek Premier.

LONDON, 14th June.
M. Delyannis is dead; there will be a State funeral on Friday. The murderer approached as if to greet M. Delyannis, kissed his hand, and simultaneously plunged a dagger into his stomach; death speedily followed.

The Peace Prospects.

RUSSIAN REPLY DISAPPOINTING.

Count Lambsdorff, replying to President Roosevelt's proposal, said that the Tsar rejoiced that the President's views were completely in accord with his own in regard to the general appearance so essential to the welfare and progress of all mankind; and added that the Russian Government in no wise objects to the principle of a meeting of plenipotentiaries if Japan expresses a desire.

The text of the Russian reply published in St. Petersburg has evoked general disappointment.

France.

Later.

M. Rouvier is encountering unexpected difficulties in selecting a Foreign Minister and an Ambassador to Berlin; in the meanwhile Count Tattenbach is strengthening the German position and has obtained valuable concessions, including the construction of a new port at Tangier.

[N. C. D. News.]

Peace Prospects.

Tokio, 10th June.
Peace is believed to be at hand.

The Consen' of Japan.

Tokio, 10th June.

President Roosevelt has proposed peace negotiations, exclusively between the beligerents. Baron Komura has agreed to appoint plenipotentiaries.

News From the Front.

Tokio, 11th June.

It is officially announced that on Friday the Japanese drove away the Russians from the northern height of Liangshuihan, and also occupied the country round Ershihlin, Shufangtai, Tangchiatse, and Hainlunshan. Otherwise there is no change to report.

Opinions of the Tokio Press.

Tokio, 11th June.

The *Kokumin* says that the ray of peace is now visible, thanks to President Roosevelt's disinterested good offices. Roosevelt applying to the world what Washington applied to America.

The *Kokumin* applauds the Government's becoming attitude despite Japan's successive victories and believes that Russia will not betray Roosevelt's wishes.

The *Kokumin* urges the nation to endeavour to be master in peace as well as master in war. The leading journals agree that peace is not yet actually attained; and the *Nichi Nichi* insists that the prearranged operations should be prosecuted steadily, without regard to the negotiations, which may be prolonged, and may not improbably end in a rupture.

MURDER MUST FOOL.

AT SHANGAI.

On the 9th inst. a member of the River Police while making his rounds on the river near the International Dock on the Pootung side, discovered a man's hand sticking out of the water. He made an attempt to pull the body out of the water, but was unable to do so, owing to some heavy weight which kept it down. He then sent word to the Police Hall, reporting the matter and asking for help. Shortly afterwards a party was sent to the scene, but the body had disappeared. A search was instituted and grapping irons brought into service. While the party were engaged in their gruesome quest they were info med by a native that soon after the constable had gone away for assistance, two Indians had waded out to the spot and moved the body further out in the river where the falling tide would not reveal its whereabouts. After a couple of hours dragging the body was located and brought to the surface and it was then found to be that of an Indian named Lashman. Turpar, No. 1 watchman employed at the International Dock. It was completely nude and had a frightful gash on the top of the head besides two deep gashes on the right temple. The body had been made fast to a massive iron moulding frame, and had been twisted up and shoved through one of the openings and made fast by a long red turban which the dead man had evidently been wearing when struck down. The rest of the body had also been secured in the same manner, the turban being twisted about the neck and body to the iron frame. The right arm was tied but the head was loose and struck above the water when the tide fell. The iron frame which was tied to the body extended from the neck of the deceased to his hips and struck out of both sides of the body and weighed above 150 pounds. After the murderers had committed the deed they had evidently carried the body as far as possible out into the river during low tide and then dropped it, but one of the arms becoming loose and protruding above water at the next low tide, revealed its whereabouts. The body when recovered was removed to the Fearn Road Mortuary where it was viewed by Mr. J. C. E. Douglas and Mr. H. Phillips. A flash light photograph of the body, still tied to the moulding frame, was then taken, and the Inquest is to be held at H.M.'s Court on Tuesday, the 13th inst.

A post mortem examination was had yesterday. Deceased was a Gurkha, and had been employed at the International Dock for some time past. He was a very steady man and very strict in regard to duty, and had recently been the means of a number of Indian watchmen being discharged for dereliction of duty. He lived in a small house, with other Indians over in Pootung and the last time he was seen alive was at 1 p.m. on Wednesday, the 9th instant. No report of his disappearance had been made and the supposition is that the deceased was killed during Friday night by some of the men he had been instrumental in getting discharged. The Police are hard at work on the case and are leaving no stone unturned. In their efforts to get a clue to the perpetrators of the deed and it is to be hoped that their efforts will be crowned with success.

—
Mercury.

THE LOSS OF THE BATTLESHIP "YASHIMA".

A SUCCESSION OF TRAGEDIES.

The circumstances attending the loss of the battleship *Yashima*, which was officially admitted by the Government recently together with the loss of several other vessels not reported at the time of occurrence, are now coming to light. One report says that at about 10 o'clock on the morning of May 15th, 1904, the battleship *Hatsuse* and the cruiser *Yoshino* were both sunk, the former by a mine and the latter by collision. About a quarter of an hour after these disastrous occurrences were known, a violent explosion was heard near the battleship *Yashima*, and the vessel was enveloped in a column of black smoke. When the smoke lifted, however, it was seen that the *Yashima* was still afloat, and the battleship *Mikasa* went to her assistance and took her in tow. She was making water rapidly, but it was hoped by pumping hard and making temporary repairs to dock the vessel. All efforts, however, were of no avail. Two hours after striking the mine, the *Yashima* began to settle, at a point twenty miles south-west of Loto Hill. When it was seen that the vessel must sink Captain Sakamoto ordered the portrait of the Emperor and all important documents to be removed to another ship. The crew then changed their dress, put on the best uniform, and drew up in line on deck. They sang the *Kimigayo*, and, having cheered for the Emperor and the Navy, removed to the *Kasa-i*. Three minutes afterwards the battleship went down. Next day a junk leaving Port Arthur was stopped, and a dispatch from General Stoessel to St. Petersburg intercepted. The dispatch contained this passage: —

"Lately we have observed that the Japanese squadron takes the same course in cruising off Port Arthur. On the night of the 14th a destroyer flotilla mined the course taken by the Japanese, and on the following day we observed that the *Hatsuse*, *Yoshino* and another vessel of the *Fuji* type struck mines and were sunk."

It will be remembered that in the interview with the Captain of the *Sewastopol* which Mr. Edwin Emery had, and which appeared at length in our columns, that officer made a very similar statement. He said it had been observed that the Japanese vessels in there daily reconnoitred of the port, invariably took the same course. One night the course was sown with mines, and next morning occurred the series of disasters which in a few hours considerably weakened the Japanese Navy.—Japan Chronicle.

CHRISTIE BEATS MCCOY.

IN SIX ROUNDS.

The Tournament held at the California Gardens at Shanghai on Saturday night last, of which the main feature was the match between James Christie of Hongkong, a well-known Eastern sport, and Jim McCoy of California, turned out to be a great success. McCoy was first into the ring and looked fit and well. Christie shortly followed and it was at once seen that the latter was giving away a lot of weight, McCoy appearing fully 18 lbs heavier. The Referee announced that the contest would be under Marquis of Queensberry rules, a clean break, and if both men on their feet at end of 15 rounds, decision on points.

1st round.—The men shook hands and closed in at once. McCoy took the aggressive and leading with his left was blocked neatly by Christie. The latter covered up frequently and McCoy bringing his right across, brought Christie to the boards. Christie took his time and upon rising adopted the same tactics, making McCoy do all the work, saving himself by his quick foot work, and a perfect guard, now and then getting in a hard right body blow, which told every time. McCoy getting savage, swung rather widely, but landed once on Christie, who went again on his knees. Christie kept guarding and blocking to the finish of the round, which ended apparently in McCoy's favour.

2nd round.—McCoy again took the lead and fought Christie all round the ring, but it was evident the latter was fighting with a purpose. McCoy never once got home with a placed blow, each time being countered and conveniently blocked. Christie stumbled and McCoy jumping in forced him on to the boards for the third time but Christie quietly took his time and coming up, feigned fatigue, McCoy winking him. If by his tricks efforts to reach Christie's point.

3rd round.—McCoy led off with the evident intention of finishing the fight, but Christie took all his punishment on his shoulder and guard, now and then getting in a heavy one under the ribs. McCoy was losing his temper and rushing Christie, who kept smothered, using a short right hook occasionally. A ruff up towards the close saw both men out and heavy exchanges were going at the call of time.

4th round.—The pace was now telling on McCoy and he was tiring fast but rushed his man again. Christie to all outward appearance looked completely done but a close observer could see his game and McCoy now seemed to grasp the fact that Christie had heaps of life in him still. Nevertheless McCoy kept on lending, playing right into Christie's hands. The latter would not be drawn and at the close of the round went to his corner fresh as paint, McCoy breathing heavily.

5th round.—McCoy must have been doing some hard thinking during the interval for he changed his tactics entirely now, and stood off his man. Christie decided to fight and go right in got home with his left on McCoy's jaw and swung his right on the neck. McCoy lunged for the point and Christie ducked and bringing in a short left stab sent McCoy to the boards. McCoy quickly got up and rushed Christie who met him with a straight left, then sending in both "fists" sprangdealed McCoy again. The round ended with both men fighting furiously, Christie having all the best of it.

6th round.—McCoy gamely came up in the mark and sailed in for a recovery. Christie who was now fighting and displaying great generalship, landed on McCoy everytime. McCoy led, Christie stepped aside and met him with a wicked right that sent McCoy to the boards again. He staggered up but could do no good and from a last rally Christie sent him out for good.

The Referee declared Christie the winner.

Taking all together this exhibition of boxing was one of the best seen in Shanghai. Christie won his fight purely through his superior cleverness. He practically allowed McCoy to do all the fighting in the first four rounds and when McCoy was fully six inches taller than Christie and much heavier, but the latter had the "condition" and "generalship" and thoroughly deserved his success.—Shanghai Times.

THE RUSSIAN FLEET'S INTENTIONS.

WHY IT MADE FOR TSUSHIMA.

There is now at Moji among the Russian prisoners a man named Kairansky, who was serving on board the auxiliary cruiser *Ural* when she went to the bottom. Though only a common marine, this Kairansky is a man of high education. His older brother is chief editor of the *Russ* and his father was a Nihilist leader. He himself received part of his education at the Officer's College, but his disaffected connections led finally to his falling to the rank of a blue-jacket. Interviewed by a representative of the *Hochi Shimbum*, we learn from the *Japan Mail*, he showed some voluminous manuscript which he is preparing to send to the *Russ*, discussing frankly the defeat and deficiencies of the Russian Navy. He says that the Third Squadron joined the Second when the latter was lying in Kamran Bay. This accords with the statement made by an officer of the *Nicholas I*, to the effect that the junction took place on May 5, when Rojestvensky's ships are known to have been lying in Kamran. Kairansky says that the Admiral's orders, subsequently issued, were for the fleet, now a great assemblage of ships, to pass the Bashi Straits, steam up the east coast of Formosa, and then, steering north-west, proceed direct to Tsushima. The ships reached the sea near the mouth of the Yangtze on the 24th. On that day Rojestvensky ordered 2 of the auxiliary cruisers and 15 transports to leave the Squadron and go to the Suddies and Woosung. The other vessels were to steer for Tsushima with the intention of breaking through to Vladivostok. After passing the Bashi Strait the fleet observed the smoke of Japanese warships upon the horizon and Rojestvensky knew that he would meet with desperate resistance at Tsushima, but he argued that if he stood out into the Pacific and happened to encounter the Japanese there, there would be no neighbouring neutral territory where his wounded ships could take refuge. On the 25th, they sighted a Japanese vessel resembling the *Takwa*, but that day and the 26th passed without other incident. On the 27th at dawn as they were drawing up to Quelpart, they began to sight Japanese warships. The Russians were then in three columns, one consisting of third-class cruisers headed by the *Jemchug*; one of second class cruisers, and one of battleships, the *Izumrud* acting as a scouting ship on the flank. It is now evident that the Japanese were drawing the Russians on. As Rojestvensky's ships were about to emerge from the East Channel, they saw three Japanese cruisers on their port bow. The battle then commenced. The Russians soon began to suffer heavy loss. They made desperate efforts to break through but the Japanese were always too quick for them and thus were gradually forced eastward. The big shells of the Japanese came aboard the Russian ships with extraordinary accuracy, working terrible havoc. The *Oral*, being a slow ship, was left behind in the neighbourhood of Oki Island, and the enemy's shells poured upon her, one 12-inch killing a number of men and doing such injury that nothing was left except to escape from the ship. A fierce struggle occurred at first for the boats, but orders were issued that no sailor must leave the ship until the officers had embarked, and thus Kairansky remained among the last. Some of the fugitives were saved by a Russian lug-boat and a transport, but 33, among whom was Kairansky, rowed all night in the direction of Korea, as they supposed. On the morning of the 28th, however, they made land at Susa-mura in Yamaguchi.

WEIHAIWEI.

Committee of Supply on the Navy Estimates.

Mr. Whitley moved a reduction of the vote by £10,000, representing the sum which it was proposed to spend upon the staff at Weihaiwei. It was time to put a stop to this make-believe.

They all knew that the acquisition of Weihaiwei was an immense mistake; the Government had acknowledged it; and it was time that expenditure upon it was removed from the Estimates.

Mr. Bright supported the amendment, declaring that it would not be supposed that Weihaiwei was essential, for if it were, more money would be spent upon it. Either too much or too little money had been expended upon it in the last few years.

Mr. Lee said the sum of £10,000 was for the maintenance of a dredger at Weihaiwei, and in the same vote a further sum of £6,000 was taken for dredging operations. There had, of course, been a change of policy in regard to Weihaiwei—(Opposition cheers)—to the extent that it was no longer to be maintained as a fortified naval base; but it was retained as a sanatorium, in which capacity it was of great use to the Fleet on the China Station. Its value was shown in a remarkable degree by the reduction in the number of sick on the station since it had been devoted to this purpose. There were no works actually going on, but it had been found desirable to make use of a dredger.

Sir C. Dilke contended that as Weihaiwei was now avowedly retained as a peace station it was no longer necessary that it should remain in British occupation. We ought to return it to the Chinese, stipulating for the use of it in time of peace, as in the case of Crete and Turkish territory in the Mediterranean.

Mr. Gibson Bowles did not see why a dredger should be required if Weihaiwei were only to be maintained as a sanatorium.

Mr. Labouchere observed that the result of the war in the Far East would probably be that Russia would not hold Port Arthur, and as our tenure of Weihaiwei depended on the continuance of the Russian tenure of Port Arthur it seemed a waste of money to embark upon expenditure at Weihaiwei.

Mr. Mooney asked what was the total annual cost of this sanatorium.

Mr. Lee said he could not answer that question, which had nothing to do with the vote. He did not feel that any further answer was necessary regarding Weihaiwei. The place was retained as a sanatorium. The Fleet went there at certain seasons, and they carried out rifle practice there. It was necessary if the Fleet went there that there should be a safe anchorage for it, and dredging was accordingly required.

The vote was for the use of one dredger for the ensuing financial year. If it were decided to abandon the place at the conclusion of the year it would be necessary to bring the fleet back to Weihaiwei to China.

After some further discussion the Committee divided, and there voted for the reduction, 110 against, 103; majority, 84.

CHINESE PIRATES.

Mr. Denny, having asked the Under-Secretary of State for Foreign Affairs if his attention had been drawn to the prevalence of piracy in the Canton Delta and along the coast of China; whether he had received during last year any account of organised attacks on British vessels; and what action the British Government were taking towards the suppression of these pirates, Earl Percy, in reply, states that the attention of His Majesty's Government has been recently called to a number of piratical attacks on vessels on the Canton River (some of them being British-owned). His Majesty's Consul-General at Canton has made a representation to the Viceroy on the subject; and His Majesty's Government are in communication with His Majesty's Minister at Peking regarding these attacks.

KOWLOON AND THE DOCKS.

AN APPRECIATION FROM HOME.

Above the signature of W. Monroe Anderson the following interesting article appeared in a recent issue of the *Pall Mall Gazette*:

Kowloon may become famous at any moment. It is on the Chinese mainland and faces the island of Hongkong. Behind Kowloon is 100 miles of British territory, made British by a master-stroke not so long ago. Not all the admirals from Noah to Beresford could like Hongkong from the sea, and it would require a mighty army of heroes to approach it by land, for that too miles isribbed with mountains which could be made impregnable. Not so long ago they beheaded criminals on the Kowloon beach. Now the English bathe there, and instead of an executioner's half-acre, there is a boat-house. Kowloon also sent the first batch of coolies to the Rand, but what Kowloon did not make, itself known was to give itself up heart and soul to the British as a dockyard. If there is any Englishman alive who has been over those dockyards and come away dissatisfied he must be a poor sort of person. Hongkong and Kowloon are going to save Britain in the East.

Kowloon is so far away that we never hear of the men who are making her famous. But there are great men, great Englishmen and Irishmen and Scotchmen, who live amidst the din of the dockyards of Kowloon, who rise early and go to bed late, all for the sake of England. They are doing

A GREAT WORK FOR ENGLAND

In another way, they are educating the Chinese to respect the might of England, and are converting untrained coolies into skilled mechanics, mechanics who could build a battleship quicker and better than any race of men on earth. I have watched them at work for hours at a time in the Kowloon dockyards, and have come away filled with wonder and admiration on each occasion. But do Englishmen realise what their fellow-countrymen are doing for England at Kowloon? The average man does not know what the place is, and does not know if it is celebrated for tea or ginger. He may know all about it in a few months.

Kowloon is to be the terminus at the British end of

THE CANTON-KOWLOON RAILWAY.

and when Britain holds one end of a railway line it is not long before she has a mortgage over the last sleeper at the other end.

The ordinary visitor crossing over the harbour to Kowloon probably strolls about the streets and returns. If he took the trouble to go a little farther on, he would come across the Burmese Regiment and the camp of the Sikhs. He would probably see them playing football to keep in trim, great, long, loose-limbed fellows with mahogany beards, men against whom the gates of Hell could not prevail. Now, if any force should advance on Kowloon from the mainland they will find the Sikhs playing forward and the Burmese Regiment formed up in the scrum behind, and it will take a mighty lot of shoving to get them out of the way. I watched the Sikhs playing football on many occasions, and they looked cheerful and helathy. It seems, perhaps, a trivial affair this football of the Sikhs. It is really a very serious matter, and it only shows that they are officered by good men and true. I remember the commanding officer of the Burmese at Kowloon. He must be a great man, for he has the look of one. He did not live at a swell hotel, nor was he a great society celebrity. His work was too serious for that. He lived very quietly at a quiet hotel. He was as regular as clockwork and up in the morning early. When he looked at you it was a case of looking right into your soul and through it. He kept the Burmese up to the mark. But he will not become famous, because the

WOMEN RULE THE ROOST IN THE EAST.

and they do not regard strength of character or genius in others as virtues.

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General Agents.

Queen's Buildings,
Hongkong, 23rd May, 1905.

[627]

For Sale.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.
\$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 7th March, 1905.

[50]

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

PRICE \$1.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities:

Sole Agents:—

SIEMSEN & CO.

Hongkong, 10th January, 1905.

[57]

FOR SALE.

INCANDESCENT
GASOLINE
LAMPS
OF ALL DESCRIPTIONS,
from the best makers.

INCANDESCENT
MANTLES,
CHIMNEYS,
GLOBES,
SHADES, &c.,
for
GASOLINE AND GAS
LAMPS
at the most moderate
prices.

Lamps fixed up for
Buyers free of charge.

Naphtha of the best
kind kept in stock.

TAI KWONG CO.,
56, Lyndhurst Terrace.

Hongkong, 2nd May, 1905.

[54]

TO LET.

SHOP, No. 14, QUEEN'S ROAD, CEN-
TRAL.

First Floor, No. 12, QUEEN'S ROAD,
CENTRAL.

Second Floor, Nos. 12 and 14, QUEEN'S
ROAD, CENTRAL.

Apply to—

S. BISNEY,
Hongkong Hotel.

Hongkong, 8th June, 1905.

[639]

TO LET.

WITH IMMEDIATE POSSESSION.

FOREST LODGE, Caine Road.

Apply to—

H. N. MODY.

Hongkong, 4th May, 1905.

[527]

TO LET.

NO. 12, KNUTSFORD TERRACE,
KOWLOON.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 4th May, 1905.

[537]

TO LET.

FLATS in MORETON TERRACE, facing
Polo Ground.

OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 30th March, 1905.

[59]

TO LET.

SEMI-DETACHED VILLAS, Two, in
Garden Road, near the Ferry, with Fine
Bright andairy Rooms. Gas and ELECTRIC
BELLS laid on. Commanding fine view of the
Harbour.

Rents very moderate.

Apply to—

H. RUTTONJEE,

No. 5, D'Aguilar Street,

37 and 38, Elgin Road, Kowloon.

Hongkong, 5th June, 1905.

[627]

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

FOR

REQUISITES

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

Telephone 256.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1905.

[14]

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given in the "Commercial Intelligence," page 5.

STOCKS	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT RESERVE.	AT WORKING ACCOUNT	LAST DIVIDEND.	APPROXIMATE PERCENT DIVIDEND PAID CLOSING QUOTATION.
BANKS.				\$1,000,000	\$1,493,400	\$1.10/- and bonus \$1.25@ ex- change 1/1/05-\$25.40 for second half-year 1904	12%
Hongkong & Shanghai Banking Corporation	90,000	\$125	\$125	\$60,000 \$250,000			\$800 London 8/8
National Bank of China, Limited	99,925	\$7	\$5	\$200,000	\$41,768	\$2 (London 8/6) for 1903	\$37 buyers
MARINE INSURANCES							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,400,000 81,739	\$150,494	\$17 for 1903	5%
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$650,000 \$151,002 \$162,166 \$374,445	Nil	\$1 for year ended 30.4.1904	74% \$65 ss. & b.
North China Insurance Company, Limited	10,000	\$15	\$5	Tls. 200,000	Tls. 217,119	Interim of 7/6 1904	8% Tls. 82
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,800,000 \$200,000	\$20,997	\$35 for 1903	1000 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000	\$486,284	\$12 and \$3 special dividend for 1903	98% \$160
China Fire Insurance Company, Limited	20,000	\$100	\$10	\$1,000,000	\$329,047	\$6 dividend & \$1 bonus for 1903	84% \$87
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000	\$360,372	\$34 for 1903	114% \$301 sales
SHIPPING, TUG AND ARGON BOATS.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$1,500,000	\$8,832	\$1 for 1904	48% \$21 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$1,500,000	Nil	\$2 for year ended 30.6.1904	58% \$36 sellers
Hongkong, Canton & Macao Steamship Co., Ltd.	80,000	\$15	\$15	\$1,500,000	\$26,160	\$1 for second half-year 1904	94% \$47 sales
Indo-China Steam Navigation Company, Limited	40,000	\$10	\$10	\$1,000,000	\$5,853	10/- for 1903 @ 1/10 5/16-\$5.378	48% Tls. 60 buyers
Shanghai Tug and Lighter Company, Limited	200,000	\$15	\$15	Tls. 25,000	Tls. 43,762	Tls. 21 final making Tls.	